

BEND METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE

Meeting Summary

November 5, 2014

DeArmond Room, Deschutes Services Center, 1300 NW Wall Street, Bend, Oregon

1. Call to Order – Introductions

Mr. Deke called the meeting of the Bend MPO Technical Advisory Committee (TAC) to order at 10:05 a.m. with 5 of 11 members present. Mr. Arnis arrived at 10:10 a.m., establishing a quorum. Attending during the meeting were:

TAC voting members

1. City of Bend *Growth Management*, Nick Arnis
2. Commute Options Jeff Monson
3. Oregon Department of Transportation (ODOT) Jim Bryant, Amy Pfeiffer
4. Central Oregon Community College (COCC) Joe Viola
5. Central Oregon Intergovernmental Council (COIC) Judy Watts
6. Cascades East Transit (CET) Karen Friend
7. Bend Park and Recreation District (BPRD) *absent*
8. BMPO Citizens Advisory Committee (CAC) *absent*
9. Deschutes County Bike/Pedestrian Advisory Committee (BPAC) *absent*
10. Deschutes County *absent*
11. Oregon Department of Land Conservation & Development (DLCD) *absent*

Ex Officio members

1. Bend Metropolitan Planning Organization (BMPO) *Manager*, Tyler Deke
2. Federal Highway Administration (FHWA) Nick Fortey
3. Bend-La Pine School District (BLSD) *absent*
4. Federal Transit Administration (FTA) *absent*

MPO staff

Jovi Anderson, *BMPO Program Technician*

Cameron Prow, TYPE - *Write II*

Visitors

David Abbas, *City of Bend Right-Of-Way Department*

Chelsea Gregory, *Oregon Health Sciences University student*

Devin Henning, *ODOT Region 4*

(The 3-digit number following a motion title shows the number of members voting in favor/against/abstaining.)

INFORMATION ITEMS

6. STP Funding

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Mr. Deke reported that the Surface Transportation Program funding has grown significantly over the last decade, but decreased this year. Prior to 2012, the Bend MPO received STP funds based on 2000 U.S. Census population and 100% of that went to the City's street preservation program for arterials and collectors. In the last two years, the Policy Board reallocated some STP funds to purchase CET busses and to stabilize its

revenue to meet increasing federal planning requirements. Due to a recent agreement between ODOT and Portland State University, the Bend MPO will receive STP funding based on PSU's annual population estimates as is done for the larger MPOs. He discussed the impact of the November 4 election on funding. Distribution agreements are being updated statewide. Small MPOs (Bend, Albany, Corvallis) will not fare as well as the larger MPOs under the topic-focused distribution formula for future STP funds. Bend MPO is expecting a 10-20% cut in STP funds starting in fiscal year 2015-2016. The Oregon Transportation Forum is considering a proposal to the 2015 Oregon Legislature to tie the state gas tax to inflation. He suggested the TAC create a needs list by topic at its next meeting. The MPO should know by December 2014 what its funding picture will be. Should the MPO establish a formal application process for STP funds?

Mr. Fortey stated that STP funds are the most flexible. Less federal transportation funding will mean fewer projects or a lower level of support. Utilization of available funds will depend on Policy Board priorities and other funding available. He suggested street preservation of transit routes receive a higher priority.

Mr. Abbas and Mr. Arnis discussed strategies the City is considering to stabilize funding for the municipal street preservation program.

TAC concerns included street preservation funding (status, priority), coordinating other transportation projects and users with street preservation where it makes sense, STP allocations (by state, within states), impact of less STP funding, and impact of declining federal gas tax revenue (less driving, more fuel-efficient cars) vs. increasing needs.

ACTION ITEMS

2. Review and Approve TAC Meeting Summary

Motion 1 (6/0/0): Mr. Bryant moved to approve BMPO TAC meeting summaries for August 7, September 8, and September 24, 2014. Mr. Monson seconded the motion which passed unanimously.

INFORMATION ITEMS

3. City of Bend Planning Projects Update

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Bend Central District Multimodal Mixed-use Area: Mr. Deke reported this project is being jointly funded by the City and a transportation growth management (TGM) grant.

Mr. Arnis said he updated City Council recently about this project. City staff have selected redevelopment areas that could benefit from more density. The public outreach process identified citizens' main concerns as driveways/access, zoning, parking, and use types and produced ideas to meet walking, biking, and transit objectives. Capital improvement projects on 2nd and 4th Streets need to be prioritized. Next steps will include coordinating with the UGB process, developing a financing strategy, implementation, and monitoring transportation conditions. This project is in a holding pattern right now, awaiting completion of the UGB expansion process.

TAC concerns covered changing the public's perception of downtown Bend from a corridor they move through to a destination and balancing traffic performance with economic development and safety.

Central Westside TGM: Mr. Arnis said this TGM-funded project will study future land use and transportation impacts and is expected to take at least 1½ years. A Project Advisory Committee and the Envision Tomorrow model will be used to develop a transportation/land use scenario that will allow the area to grow in an orderly, efficient manner. The goal is to have a “preferred scenario” by April 2015.

UGB Process: Mr. Arnis reported Phase 1 of 3 should be completed by February 2015. Three technical advisory committees (Residential, Employment, Boundary) will meet again on November 17-18 and will make a presentation/recommendation to the steering committee by December 2014. Infill redevelopment scenarios, using the Envision Tomorrow model, should be available by December 2014. Expected impacts of this work will include updating the general plan. Demographic data (income, employment) is posted on the UGB page of the City website.

TAC members suggested coordinating with Oregon State University-Cascades housing committee and tying the transportation element to other areas/issues besides the UGB.

4. **Design and Construction Projects Update**

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Galveston Avenue (Central Westside project area): Mr. Arnis said the Bend Traffic Safety Committee identified the corridor (14th Street to the river) as a “priority corridor.” The City has been working with Galveston business and property owners for eight months to develop improvement options for sidewalks, bike lanes, stormwater facilities, and the Galveston/Harmon intersection. An open house will be held with two neighborhood associations the first week in December. The City will meet with businesses in mid-December 2014. A survey is available on the Galveston webpage on the City website. Business concerns included retaining the middle turn lane and not adding a median. Once community consensus is reached on a design concept, staff can move the project into the City’s capital improvements program and seek grant funding.

GO Bond Projects: Mr. Deke summarized the background behind the \$30 million in general obligation bonds approved by voters.

Mr. Abbas reported the progress of GO bond projects:

- * **Roundabouts:** Brookwood/Powers, 18th/Empire, and Simpson/Mt. Washington have been completed.
- * **Reed Market Road:** Phase 1 (Newberry to 27th) was completed in June 2014. Phase 2 (3rd to Newberry) began in June 2014 and is anticipated to be completed by mid-November 2015. The 15th Street roundabout is on track to be done by mid-November 2014. Construction on the segment between 3rd and 9th Streets (including the American Lane realignment/bridge and the railroad) will continue through the winter with completion expected by mid-August 2015. The segment between 9th and the roundabout at 15th is expected to be done by the end of Phase 2.
- * **27th Street:** Southeast interceptor work will be taking place over the next few years. Discussion is ongoing due to results of the sewer modeling, but the intent is to use GO bond funds within this corridor. Leftover GO bond funding has been allocated to the NW 14th Street corridor. He is providing regular updates to City Council.

Murphy Road/Highway 97: Ms. Pfeiffer said Phase 1 (3rd Street overcrossing/ramps, 3rd/Murphy roundabout, bridge over Bend Parkway at Murphy, other 3rd Street improvements) is expected to be completed in November 2014. Phase 2 (Brookwood improvements including a roundabout, new section of Murphy from Brookwood to 3rd) bids will be opened on November 20. The Parrell Road roundabout will be built if funding is available. Phase 2 is expected to be done by December 2015.

Mr. Monson said Commute Options has partnered with ODOT and the City on a construction mitigation project. On-the-ground outreach has been helping with detour signs and encouraging citizens to consider transportation alternatives (bus, carpooling, walking, biking) during construction and will be completed with Phase 1. Commute Options is working on a second piece to be done in conjunction with Phase 2. Including transportation options with large construction projects is being discussed statewide.

COBACC Sidewalks: Mr. Arnis said the City of Bend Accessibility Advisory Committee worked with the Streets Division to identify sidewalk segments along older, established arterials that could be done ahead of priority projects. Infill sidewalks were completed in summer 2013 on 8th (Franklin to Hawthorne) and 27th (various segments). Sidewalk improvement projects (pending design and construction) are included in the City's capital improvements program at the Neff Road/Purcell Boulevard intersection, Newport (12th to College Way), 8th (Franklin to Greenwood), Wilson (2nd to 9th), and around Bend Community Center (5th, 6th, Greenwood, Kearney).

Ms. Friend said CET was working with the City to do bus stops along Kearney.

Safety Crossing Projects: Mr. Arnis summarized projects currently in planning and development, noting there is a lot of competition for funding. Selection of these projects was based on the results of a crash study done a couple years ago. Preliminary design has been done for 3rd Street (Greenwood to Murphy), Greenwood (Awbrey to 3rd and 3rd to 12th), Colorado (Wall to Parkway ramps), and several intersections (Neff/Purcell, Neff/Williamson, Greenwood/5th or 6th, 27th/Conners). Construction is expected to start in 2016. Initial outreach to business groups along 3rd Street and Greenwood did not generate high turnout, so the City is considering ways to improve communication.

Mr. Deke reported that the safety assessment indicated that fatalities in Bend were 10 times higher than those in Corvallis for the same time period.

Ms. Friend noted that data indicates crashes are less severe in communities, such as Medford, with a larger transit system than Bend.

3rd Street Sidewalks: Mr. Abbas said the focus of this grant-funded project is to provide complete pedestrian access along 3rd Street (Franklin to Badger). The project will include sidewalk infill/rehabilitation (16,200 linear feet), new curb ramps and replacing non-ADA (Americans with Disabilities Act)-compliant curb ramps (108), striping bike lanes (Franklin to Cleveland), and transit stops. All-new blacktop curb to curb will be installed after the accessibility projects are complete. Construction is expected to start in 2016. The Central Oregon Irrigation District crossing near Fred Meyer will not be included in this project due to funding constraints. He is coordinating with other departments and utilities to assure that the new street surface will not be torn up over the next 5-10 years.

5. Metropolitan Transportation Plan Update

Mr. Deke said he was still working with Jim Bryant and others on what Phase 2 will look like. Key components will include completion of the Bend-Redmond travel demand model within the next four to six months. Funding a study on US 97 through Bend will probably have to be done in phases.

7. Other Business (None)

8. Roundtable – Member Updates

BMPO CAC: No report.

BPRD: No report.

CET/COIC: No report.

City of Bend: Mr. Arnis reported nothing new.

COCC: Mr. Viola reported nothing new.

Commute Options: Mr. Monson reported that Bend has been asked to submit a proposal to host the 2016 Safe Routes to Schools national conference. The Eugene MPO is considering co-hosting. He is researching potential partners/sponsors (ODOT, FHWA, City of Bend, VisitBend, Bend MPO, others) to help cover the \$150,000 (minimum) cost.

Deschutes County: No report.

Deschutes County BPAC: No report.

DLCD: No report.

ODOT: Mr. Bryant said Ms. Pfeiffer will be replacing him on the Bend MPO TAC.

9. Next TAC Meeting

The next regular TAC meeting is scheduled for 10 a.m., Wednesday, December 3, 2014, in the DeArmond Room, Deschutes Services Center, 1300 NW Wall Street, Bend, Oregon.

10. Adjourn

There being no further business, Mr. Deke adjourned the meeting at 11:33 a.m.